

Independence, Missouri – Englewood Arts District Traffic Circulation Plan



R^3C DESIGN GROUP



R^3C Design Group, LLC provided traffic planning, traffic flow, and intersection design expertise for the Englewood Arts District – located on E. Winner Road between Northern Boulevard and Sterling Road in Independence, Missouri. The Arts District is predominantly commercial, with a few residences on the western end of the corridor. The most distinctive feature of the district is the beloved angle median parking. The primary charge provided to R^3C Designers was to make the corridor pedestrian friendly and improve traffic circulation at the intersection termini.

We displayed our **Responsibility** by completing a detailed roadway system analysis including crash analysis, field sight distance limitations due to the median parking, and intersection improvements. The intersection of Northern Boulevard and Winner Road is a confusing non-standard five-legged intersection. During the two-day charrette and transportation focus group meetings, led by R^3C Design Group, we identified a well-received alternative to closing one of the minor street approaches to the intersection. Roundabout analysis and standard signal analysis was completed and presented to the citizens. Citizens overwhelmingly preferred the roundabout due to its enhanced safety features and the creation of a gateway to the district.

Our designers were **Responsive** to the needs of City staff and the citizens by evaluating pavement width needs and developing recommendations that put the road on a diet and keep the median parking. On a diet, Winner Road would be friendlier to pedestrian traffic – an identified goal by the adjoining business owners.

Our **Client-focus** was displayed through our ownership of the project. From participating in the two day charrette to leading the focus group and maintaining identified goals in focus, we came up with a solution that meets or exceeds all traffic engineering principles while delivering an universally accepted product.

The RIGHT factors during this project are:

- Participating in a two-day charrette that enhanced citizen participation
- Leading the Transportation Focus Group to develop alternatives that increased pedestrian access, slowed traffic, and was universally accepted.
- Road closure to convert a five-legged intersection into a standard four-way intersection
- Intersection analysis.
- Crash analysis.
- Detailed knowledge of parking requirements and traffic engineering principles that allowed the end product to achieve all goals.
- A solution that was universally accepted.

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Construction cost estimate: \$4.02 million
R^3C Study Fee: \$9,760